

January 16.

goes, Capt. Emanuel Domingoes, \$25,600; sch. Benj. F. Phillips, Capt. Michael Powers, \$21,000.

The total catch of fresh mackerel was 35,240 barrels against 49,912 barrels in 1905.

The receipts from Nova Scotia show an increase over last year, 1457 barrels against 8359 barrels in 1905.

The world's catch of salt mackerel for 1906 was 99,137 barrels, against 185,094 barrels in 1905.

The receipts of fresh haddock, codfish, hake, cusk, pollock and halibut at Boston landed direct from the fishing fleet were as follows:

Year.	No. of trips.	Pounds.
1898.....	3,489	47,887,515
1899.....	3,866	57,315,745
1900.....	3,721	56,549,050
1901.....	4,403	53,842,416
1902.....	3,981	72,346,248
1903.....	3,781	74,039,865
1904.....	4,056	75,428,870
1905.....	3,832	94,194,930
1906.....	4,185	86,056,350

January 16.

MAY COME HERE.

Commission May Be Formed To Take Evidence First Hand.

R-garding Shipping of Newfoundlanders on Our Vessels.

Speaking of the big spurt of herring, previous to their scarcity last week, the Bay of Islands Western Star says:

"During the past fortnight there was never known to be such a large body of herring in Middle Arm. Whether nets were set in deep or shallow water, they all secured good hauls. At one time every vessel had scaffolds and decks covered with fish, waiting for frost to freeze them, but the weather continued mild for such a long time that thousands of barrels prepared for frost had to be salted down. It was estimated that on December 28 there were over ten thousand barrels of herring spread to freeze. There was a scarcity of salt among the fleet, and they did not want to salt down more than they could possibly help."

"Since New Year's day the following vessels are among those that have loaded: Sceptre, Dauntless, Priscilla Smith, Gossip, Corsair, Colonial, Patrician, Corona, Parthia, Titania, Saladin, A. E. Whyland, Norma, Madonna, Oregon, Helen F. Whitten, Judique, Helen Vair, Nightingale and Minnie J. Smith. Most of these vessels have sailed for American ports.

The Star of January 9 says: "Lieut. Carter, of H. M. S. Brilliant, came from St. John's December 28, to confer with Commissioner Alexander on the closing scenes of the herring fishery. He returned to St. John's by Monday's train.

"The United States naval tug Potomac, having finished her work here, sailed for New York on December 27. During the festive season she had native fir trees on both masts and one on her stern, the latter being decorated with Bay of Islands herring and potatoes. As the steamer hailed off from Bagg Bros. wharf, her crew, captains of vessels and a number local fishermen going to Middle Arm on her, lined up the deck and cheered heartily for Mr. Alexander, thus showing their appreciation for that gentleman's services during the fishing season."

"While the steamer Potomac was lying in Middle Arm, Christmas night, one of her crew, James Mabrey, fell overboard and was drowned. Just after midnight he came out of the boatswain's locker, to go aft, when he slipped on the icy deck and fell through the gangway into the water. The quartermaster on watch saw him fall, and immediately went to his assistance, but before he could reach him, Mabrey sank, and the strong current swept him underneath the ship. He was not seen afterwards. Three boats were manned, and a search made for the body, but their efforts were unsuccessful. Mabrey, who was an oiler on the Potomac, was a single man and a native of Virginia."

A dispatch from St. John's, N. F., dated yesterday says:

"The supreme court today again adjourned the hearing of argument in the herring fishery appeal case in order to determine if it were permissible to form a commission to take evidence at Gloucester, Mass., respecting the terms upon which the Newfoundland fishermen had shipped on board the American herring vessels outside the three-mile limit."

"Ordinary evidence taken by a commission cannot be admitted in a criminal case, but such international importance attaches to this case that the possibility of contrary action is being carefully considered."

January 16.

MONSTER HADDOCK.

Sch. Mary E. Cooney Landed One Weighing 17 1-2 Pounds.

Sch. Mary E. Cooney, Capt. Frank Cooney, which arrived at T wharf, Boston, yesterday, brought in with her fish one of the largest haddock ever seen at the wharf. The fish was weighed in the store of the firm that bought the trip, and brought down the scale beam at exactly 17 1-2 pounds.

January 16.

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Admiral Dewey, Quero Bank, 3000 lbs. salt cod, 12,000 lbs. halibut.
Sch. Parthia, Bay of Islands, N. F., 800 bbls. frozen herring, 13 bbls. salt herring.
Sch. Gossip, Bay of Islands, N. F., 1200 bbls. salt herring.
Sch. Colonial, Bay of Islands, N. F., 450 bbls. frozen herring, 600 bbls. salt herring.
Sch. Morning Star, via Boston.

Today's Fish Market.

These prices are based on the last known sales.

Eastern "halibut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Splitting prices of fresh fish; Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.10; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

Sch. Emily Sears, shore.

Boston.

Sch. Lillian, 15,000 cod.

Sch. Rita A. Viator, 5000 haddock, 1000 cod, 1000 hake.

Sch. Sadie M. Nunan, 6500 haddock, 800 cod.

Sch. Annie and Jennie, 600 haddock, 3000 cod.

Sch. Two Sisters, 4000 cod.

Sch. Ignatius Enos, 1500 cod.

Sch. Mary Emerson, 1000 pollock.

Sch. Mina Swine, 4500 haddock, 500 cod, 2000 hake.

Sch. Mary A. Whalen, 50,000 haddock, 10,000 cod.

Sch. N. A. Rowe, 4000 cod.

Sch. Olive F. Hutchins, 9000 haddock, 1000 cod, 2000 hake.

Sch. Mary Edith, 3000 haddock, 1000 cod, 3000 hake, 1000 cusk.

Sch. Hope, 4000 haddock, 1500 cod, 4000 hake.

Sch. Seaconnet, 8000 haddock, 500 cod.

Sch. Belbina P. Domingoes, 14,000 haddock, 2000 cod, 1000 hake.

Haddock, \$2.50 to \$4.50 per cwt.; large cod, \$5.50; market cod, \$3.50; hake, \$2.25; cusk, \$1.75; pollock, \$2.50.

January 17.

Good Stock and Share.

The little steamer Water Witch, Capt. Alexander Sargeant, stocked \$6500 for the season of 1906, her crew of six men sharing \$525 on the halves in nine months.

January 17.

Steamer Spray at Boston.

The steam otter trawler Spray is at Boston today with about 50,000 pounds of fresh fish and struck a pretty good market. The craft was badly iced up.

January 17. 11

FIVE DAYS IN THE GULF.

Sch. Dauntless, Herring Laden, Had Terrible Weather.

Reached North Sydney Monday Completely Encased in Ice.

Sch. Dauntless, Capt. Alfred Thorpe, of this port, bound home from Bay of Islands, N. F., with a big cargo of salt herring, put into North Sydney, C. B., Monday forenoon, completely encased in ice with some of her bulwarks gone and some of her sails torn.

Capt. Thorpe reported a very tough experience since coming out by South Head and had been five days in the Gulf of St. Lawrence, encountering intense cold and terrible weather. All hands had to work steadily pounding ice off the vessel to keep her from becoming unmanageable. She looked like a floating iceberg as she came up North Sydney harbor. Necessary repairs will be made there before proceeding.

The British sch. Peerless arrived at Boston yesterday afternoon with 800 barrels of frozen herring.

VESSELS ICED UP.

Sch. Hope Touched in Broad Sound But Floated.

The fishing schooner that came to T wharf during Tuesday night and in the early morning showed plain signs of the rough weather they had passed through, and the hulls were coated with ice. The vessels had met the cold snap coming up the bay, and the men showed the effect of it.

The schooner Hope, on her way in during Tuesday night, went ashore in Broad sound. Some of the crew went ashore and telephoned for a towboat to help the vessel off, but she was freed by her own men before the towboat got down to her.

January 17.

CAPT. YOUNG ARRIVES HOME

Gives Interesting Story of Whole Herring Season.

PRAISE FOR CAPT. O'RIELLEY.

Also for the Potomac and All Those in Charge of Her.

Capt. Carl C. Young, of this city, who has been at Bay of Islands, N. F., since the opening of the herring season, arrived home this morning, coming via steamer and rail.

Capt. Young is generally accorded by the fishing interest, captains and men, as being an authority on the Newfoundland herring fishery, a man of keenest judgment, and one well qualified to judge of any matters connected with the prosecution of this most important branch of the fisheries, so his ideas and opinions of the industry as conducted this season are of great value.

Capt. Young is a man who is interested himself in the fishery, having two of his own vessels there, and in addition to this, was in charge of the loading of the fleet of Capt. John Chisholm.

The fact that he has succeeded in loading his own vessels and those of Capt. Chisholm, even after a craft bound down with fishing gear to him was lost with all the dories and gear, is a feat of which to be proud; but Capt. Young, with his characteristic modesty, gives a great deal of credit to his companions in arms, as it were; the skippers, who, realizing his position, stood by him and loaned to him every bit of fishing gear which they were able to spare. Therefore it is a brilliant commentary that this man, virtually cast down and out by the loss of sch. Alert, which carried the dories and gear for the fleet of Capt. Chisholm and himself, should, through his own well known indomitable ability and the helping hand of a few friends among the skippers over

January 17.

In speaking of the situation in general, Capt. Young said that everything seemed to be moving along smoothly until the unexpected Christmas freeze put in appearance, and then the general complexion changed in no time. The vessels were caught in the Goose and Penguin Arms and the ice was eight inches in thickness and it looked like an embargo for the rest of the season.

The situation of the fleet was an embarrassing one. They knew that the herring were there for them to catch, but they also realized that unless the ice broke up, they had no chance. The ice was eight inches in thickness and they realized that it was not going to give up in a hurry.

On top of the ice was three or four inches of snow and beside this, the frozen in fleet was from three and a half to four miles from the herring. The travelling was so bad that it was a hard job for two men to haul a gang of nets on an ice sled from where the herring were to the vessel. As the conditions were, however, it was impossible to fish for the herring through the ice, and even if they had been able to fish, it would have been all two men could do to haul two or three baskets full from where the herring were to the vessels.

On the hope of having the ice broken up lay the only chance of the fleet in securing herring. The herring had struck in plentifully, they all knew that, more plentifully perhaps than ever before, but they could not get at them. The ice must be broken. On that and that alone lay the difference between the success or failure of the herring season, not only to Gloucester vessels, but to the fleets of Nova Scotia and Newfoundland. On the question of the ice being broken meant the catching or not catching of thousands of herring, just at the time, the first time for the season that they were there to be caught, lay the whole story of success or failure of the whole herring season at Bay of Islands.

The situation looked bad. The Potomac was at North Sidney, C. B., coaling. Mr. Alexander, who stayed with the fleet like a guardian angel, realized the situation and telegraphed to her to coal and come back at full steam reciting the situation.

In accordance with this message, Lieut. Hinds, who, by this time, by reason of his many kindly acts, had won a warm place in the hearts of the captains and men, delayed not a moment, but sent the Potomac for all there was in her, back across the stormy waters of the gulf, to the aid of the frozen craft.

The Potomac arrived at the North Arm on a Friday evening. She looked more like a floating iceberg than the stout craft she was, being encased in ice from topmast to waterline. But that did not stop her. She went right to work, although a heavy north-east gale and snowstorm was raging at the time, and ploughed her way up into the Middle Arm, until the severity of the storm stopped her.

But next morning the Potomac resumed her task. At 10 o'clock she started in on the tough ice in Goose Arm and broke it steadily until 10 o'clock that night, but unfortunately the wind was so it drove the loose ice down among the vessels and forced schs. Dauntless and Oregon and one Nova Scotia schooner ashore. The Potomac, however, was there with the goods, looked after all of them, and also towed the three stranded crafts off to safe anchorage without damage.

On Sunday, the next day, it was calm, the loose ice staying around the vessels, but on Monday the wind hauled to the eastward and the ice went out to sea, and the troubles of the fleet were over for a time at least. On the latter day, they did not lose any time, but started right out fishing and found plenty of herring, indeed they figure that never before in so short time were so many herring taken at Bay of Islands.

the whole fleet by the Potomac at this time meant the difference between success and failure of the herring fishery, not only to America, but Nova Scotia and Newfoundland as well. Since that time, there had been no ice whatever to bother the fleet from fishing.

Capt. Young says that had it not been for the Potomac, breaking the ice when she did, they would have lost the most valuable week's fishing that ever the bay saw, because they knew the herring were there, and the breaking of them out of the ice proved it, the greatest haul ever known in a week being secured, and then the herring struck off again. The Potomac's work meant dollars and dollars, not only to the Americans, but to all the vessels there, for she used all vessels alike.

January 17

On this point, Capt. Young was very forcible. He said it was noticeable that the Potomac made no distinction between the vessels of any particular place, but served all, Americans, Nova Scotians and Newfoundlanders alike.

As evidence of this he cited that after the vessels had been released from the ice embargo, not only the captains of the Americans, but the commanders of the Canadian and Newfoundland vessels as well, came on board the Potomac, and expressed to Lieut. Hinds and Mr. Alexander in unmeasured terms their delight and satisfaction at what had been done. They figured it that the Potomac was a Good Samaritan.

Regarding the departure of the Potomac for Louisburg, C. B., Capt. Young said that in the opinion of the masters there, it was the best thing that could be done. The Potomac would coal to the capacity of 200 tons, 175 in her bunkers and 25 on deck, and with this, had often made the passage back and forth between this port and the bay. She used 25 tons per day and had to figure, after that first memorable trip, when she took a chance and went back to recoup on practically nothing and met the gale which drove her off shore, reaching North Sydney without a pound except what was under her boiler, on at least 65 tons to take her back to her coaling port, which was, of course, good judgment. With what she would have left, after using 25 tons to steam from North Sydney to Bay of Islands, and figuring what she would have to have to work back upon, she would have about enough to work on for four, or at the outside, five days.

Figuring this, Capt. Young, as well as the rest of skippers, agreed that the best plan would be to have the Potomac right alongside of the big coal supply at Louisburg, and where, if they needed her, they could get her back to them inside of 16 hours, than to have her at the bay, where if she remained she would be called for every minute to do something and use up her coal supply, so that when the emergency came and she was really wanted, and wanted badly, she might be caught with only coal supply for one day or even less and would have to leave for more coal when she was most needed.

Capt. Young says that there was not a minute, while the Potomac was at Bay of Islands, that her services were not requested for something, either towing vessels, carrying messages and skippers and transporting sick fishermen, etc., and in no single instance was her assistance called for in vain.

Capt. Young also says that of course they were all acquainted with Mr. Alexander and knew his position and feeling, and that as soon as they knew Lieut. Hinds, who commanded the Potomac, they found a courtly, courageous, determined young man, who knew what he was there for, realized the position of the herring fishers and threw his whole heart and soul into his assignment.

Capt. Young says that Mr. Alexander and Lieut. Hinds, the former with his great knowledge of the state of affairs and the latter with his dash and ability, were the means of turning what looked to be one of the hardest herring seasons on record into one where the vessels had a chance to fish and take advantage of the greatest run of herring Bay of Islands ever saw. On this point Capt. Young said that he could not say enough, but remarked that the result of their hard work would show in the work of not only the American but the Nova Scotia and Newfoundland vessels. They treated all alike and did numberless things that will probably always go unrecorded.

Capt. Young, was very free, in talking of the season as a whole, in giving credit to the Potomac, to Mr. Alexander, whom he characterized as the greatest friend Gloucester ever had in a delicate position like it was this season, and to the cool headed and dauntless Lieut. Hinds, who commanded the Potomac. To this trio, Capt. Young says, belongs the credit of the success of the Newfoundland herring season, not only to our own vessels, but the Nova Scotians and Newfoundlanders as well, all of whom they cut out of the ice just as willingly as though they bore the Stars and Stripes.

Capt. Young also said he would feel himself remiss in his duty, did he not give to the Newfoundland cutter Fiona and her commander, Capt. O'Reilly, the credit due them. He says that they worked, bucking the ice, until the copper was cut through, and then were sorry they had to stop. Beside this, Capt. O'Reilly was always courteous and obliging, always ready to do anything to do all in his power to help the Americans within their rights. He observed with gratitude that Capt. O'Reilly was willing to do everything he could, carrying, as did the Potomac, despatches back and forth, and like the Potomac, never left the fleet without first inquiring for messages, letters and sick men, etc., to be sent to Brody Cove.

January 17

He said that while the Fiona would not be expected to be as free with them as was the Potomac and Mr. Alexander and Lieut. Hinds, Capt. O'Reilly seemed to put himself out to do all the favors he could.

His official duties, which in some cases were distasteful to our fleet, were performed with consideration, and outside of this, his official self, he was always ready and willing to do all in the power of himself and his craft for all in the fleet, his own home vessels, Canadians or Americans.

In closing his interview, Capt. Young said he would be remiss in his duty did he not acknowledge the feeling he had for some of the captains of the fleet. With his own two vessels there, also two of the fleet of Capt. John Chisholm, whom he represented, by the loss of the splendid sch. Alert, he was minus a great and necessary supply of gear and stores; yet in spite of this he pulled out all right, for some of the skippers, who knew

him for the honest, upright fellow that he is, and were well aware of his great ability as a securer of herring, clubbed together and gave him of their gear and thus helped him, realizing that he was of the calibre of a man who would have done the same for them, had they been in his unfortunate position.

Capt. Young says it was a kindness that will never be forgotten. To him, 700 miles from home and no chance to get the where-withal with which to work, it meant everything and the good natured, honest, hard-working man, in speaking to the Times representative, could hardly say enough for them.

January 17

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Manomet, shore.
Sch. Rita A. Viator, shore.
Sch. Annie and Jennie, shore.
Sloop Laura Enos, shore.

Today's Fish Market.

These prices are based on the last known sales.

Eastern "halibut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Splitting prices of fresh fish; Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.10; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt headline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl. Sch. Emily Sears, shore.

Boston.

Sch. Conqueror, 25,000 haddock, 22,000 cod, 8000 cusk, 1000 halibut.

Steamer Spray, 48,000 haddock, 1000 cod, 100 halibut.

Sch. Esther Gray, 12,000 cod.

Sch. Priscilla, 18,000 cod.

Sch. Hattie F. Knowlton, 5000 haddock.

Br. sch. Peerless, 850 bbls. frozen herring, 113 bbls. salt herring.

Haddock, \$3 to \$4.50 per cwt.; large cod, \$5; market cod, \$3.50 to \$4; halibut, 13 cts. per lb.; cusk, \$1.50.